

*B1* This application is a continuation-in-part of Serial No. 09/364,910, filed July 28, 1999, now U.S. Pat. No. 6,416,264, which claims priority to U.S. Serial No. 60/094,601 filed July 30, 1998. The contents of these documents are hereby incorporated by reference.

Page 9, first full paragraph:

*B2* The end wall 38 may be replaced with a pivotable front end door 49 located adjacent to the front end opening of the module 10, 10', similar to the door 67 discussed above. This front end door 49 enables the vehicles to be driven into or out of the front of the module 10, 10'. In this manner, the module 10, 10' can be loaded by driving vehicles forwardly entering into the module 10, 10', and can be unloaded by driving vehicles forwardly exiting from the module 10, 10'. For example, vehicles can be loaded into the module 10, 10' by driving the vehicles forwardly through the rear end opening 76, and then closing and securing the rear door 67. The module 10, 10' can then be transported, such as by train, and then placing the module onto a flat surface at the destination location. The module 10, 10' can then be unloaded, such as by opening the front end door 49, and driving the vehicles forwardly through the front end opening. The front 49 and rear 67 doors enables vehicles to be loaded and unloaded while being driven forwardly only, and may eliminate the need to back up vehicles into or out of the module. This enables quick and more efficient loading and unloading of vehicles. Of course, this feature can only be used where there is proper clearance or structure to enable the vehicles to exit the desired end of the module.

Page 11, second full paragraph:

*B3* As noted earlier, the module 10, 10' may be located on a ground surface during loading. However, in an alternate embodiment of the invention, the module may be removably located on a trailer or trailer chassis such that the modules can be loaded while the module is located on the